

**IMPORTANT MESSAGE**

RACK INSTALLATION

- Remove any fault codes from the vehicle ECU using a Diagnostic Scan Tool (we recommend a Snap On Zeus diagnostic scan tool).

NOTE: If the steering has failed and the light is illuminated on the instrument panel, then a fault code will be present. If your Diagnostic Scan Tool cannot see a fault code, then the scan tool is not suitable for completing the installation and an alternative scan tool will need to be used.

- Disconnect the vehicle battery. • Remove the old EPS Steering Rack

NOTE: Please be careful when releasing electric connections as the plugs can be quite brittle and may damage.

- Install the new EPS Steering Rack and connect all the wiring connections.
- Reconnect the vehicle battery.

IMPORTANT : DO NOT TURN ON THE VEHICLE

- Attach the Diagnostic Scan Tool via OBD II and turn the ignition on (but do not start the car).
- Using the Diagnostic Scan Tool, tell the steering the characteristics of the vehicle. (Example: Mazda 6, 5 doors, 2000cc engine, 16" wheels etc.).

NOTE: For steering replacement where the ECU is remote from the steering rack, you should re-enter the VIN Number during installation of the vehicle characteristics.

This allows the EPS Rack to communicate properly with the vehicle. (Make sure that your diagnostic scan tool can perform and is suitable for this part of the installation). We recommend a Snap On Zeus diagnostic scan tool.

During this section of installation, you will need to perform a Steering Angle Calibration.

NOTE: All EPS Racks are calibrated during production, however, each ECU is individual and a calibration to the new steering product is essential.

Where a vehicle has a remote ECU, we have enabled the testing of the rack in the workshop environment using a stock ECU from the particular vehicle.

The Steering ECU denotes 'Zero' position, NOT the steering rack.

We calibrate the rack and ECU to Zero. However the Zero position of the ECU on the vehicle may be slightly different to our stock ECU, therefore the calibration is essential to avoid creeping or wandering of the rack.

Usually all differences fall within 0.5Nm tolerance and a calibration is simple to perform, however, if the difference is greater than 0.5Nm, then it will not calibrate and will need to be returned to us, with the ECU from the vehicle so that we can make a slight modification and pair them together ready to be re-installed on the vehicle.



**This completes the
installation and the
vehicle is ready for use.**

**If there are any issues after
installation, please refer back
to your automotive agent.**